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"The" Manila Cigar

M. A. GUNST & CO.,  
INCORPORATEDRAILS SMASHED  
AND CABINS  
FLOODED

A gale that approached the fury of a hurricane, sending a great green wall of water over the Matson Navigation steamer Wilhelmina, smashed about 50 feet of rail along the starboard bow of the liner, while a succession of seas shipped at the same quarter found their way into a number of cabins, drenching the inmates and doing damage to their personal effects.

The Wilhelmina had barely poked its prow outside the Golden Gate before a marked change in the weather was noted by Captain Peter Johnson, veteran commander, who while having sailed over the San Francisco-Honolulu course hundreds of times, was forced to admit that the storm that held the Wilhelmina in its grip for 24 hours was as severe as any generally encountered off the California coast.

While little of the water found its way into the hold, the greater havoc was created on the forward deck. Despite this handicap, the Wilhelmina was brought into Honolulu on schedule time, the vessel reaching a berth at Pier No. 15 before 8 o'clock this morning.

The skies had cleared of scudding clouds and the sea had resumed its tranquility the second day out from San Francisco. Officers in the liner arranged and carried out a delightful program of entertainment and sport which was keenly enjoyed by 93 cabin passengers.

The Wilhelmina will be discharged of 200 tons of general cargo before its dispatch for Hilo on Thursday evening. At the Hawaii port 711 tons of freight will be left. Supplies and merchandise to the amount of 338 tons for Port Allen and 113 tons for Kapaemahu will be transhipped at Honolulu to another Matson steamer.

With the arrival of the Wilhelmina, 106 sacks of late mail were received. The presence of a college baseball team added much to the gaiety of the voyage.

Before departing for San Francisco on June 17, the Wilhelmina will be supplied with about 7000 tons of sugar.

## Heavy Weather Along Kona Coast.

Because of heavy swells met along the more exposed ports on the Kona coast of Hawaii, the Inter-Island steamer Mauna Loa was delayed in receiving its allotment of sugar and other products. According to report from its officers, much rain was encountered. The steamer Helene was being discharged of general cargo and at the same time was given sugar at Punaluu with the expectation of returning to Honolulu on Wednesday. The schooner Muriel, with general merchandise from San Francisco, was riding at a berth at Mahukona, Hawaii. The Mauna Loa brought a large and varied cargo, including horses, cows, 3 calves, 4 bales of hides, 8 packages of beef, 8 pigs, 25 head of cattle, 38 crates of chickens, 54 cases of honey, 84 bunches of bananas, 213 packages of kua lumber, 220 sacks of coffee, 6400 sacks of sugar and 220 packages of sundries. This vessel has been placed on the berth to sail for Kona and Kau ports at noon Friday.

Delegates to the annual Kamehameha Day celebration to be held in this city, representing the island of Hawaii, were included in the list of passengers that arrived at the port in the Inter-Island steamer Mauna Loa this morning. The vessel met with considerable rain and heavy swells in crossing the channel. The Mauna Loa freight consisted of a variety of island products.

Purser Philipps reported the following sugar awaiting shipment on Hawaii, the lots being destined for the east and west coast of the mainland: Olua 9500, Waiakea 3000, Hawaii Mill 15,500, Hilo Sugar Co. 16,000, Pepeeke 16,900, Honoumou 4000, Hakalau 13,600, Laupahoehoe 7200, Kailiki 2439, Kula 2050, Hamakua Mill 6330, Paaunau 3000, Honokaa 3000, Punaluu 11,000, Honoupo 3592 sacks.

## PASSENGERS ARRIVED

Per stirr, Mauna Ken, from Hilo and way ports, June 9.—J. P. Hale, Rev. S. L. Desha and wife, Mrs. L. A. Desha, Mrs. C. Brown, Mrs. E. A. Nawai, E. A. Nawai, Dr. Geo. H. Hudd, Mrs. R. Motta, Prof. F. A. Perret, Mrs. H. W. Kinney and son, H. S. Rickard, Rev. S. Tachikawa, G. D. Russell, Lee Toma, A. Morrison, F. J. Turner, Geo. Michopoulos, H. D. Perry, Kim Pong Sau, Mrs. Cullen and 2 children, Wm. Kamahai, Dr. Ian McLoren, Mrs. M. Goncalves, Miss Goncalves, W. T. Frost, Mrs. E. Hartman, Miss J. Beckley, Miss Hopkins, L. R. A. Hart, C. Daniels.

Per stirr, Mauna Loa, from Kona and Kau ports: Henry A. Jaeger, Lizzie Davis, T. C. Davies, W. A. Gill, C. A. Schmauch, Mrs. Jayson, Miss Smith, D. L. Meyer, E. Vincent, C. Corran, J. Bristol.

FEMININE IRE  
INTERMINGLE

A young woman with eyes ablaze, disheveled, and of a decidedly blue hue, raised the voice of riot, rebellion and indignation as she emerged from the lower deck of the Pacific Mail liner Perla at the breakfast hour this morning, as the steamer was being prepared to sail for Japan, China and the Philippines.

The decided brunette tint of the girl was not due to birth, but rather to her forcible introduction to Old King Coal.

This passenger had been assigned to one of the cabins on the starboard side of the ship. Leaving the state-room at daylight for a turn about the deck, the traveler was horrified to enter the apartment about one hour later to make the painful discovery that many bushels of coal lay heaped over the floor and scattered on bunks and settee.

The dusky grime from black diamonds was spread over the entire cabin, and half settled upon an assortment of wearing apparel and other frilly things so dear to the feminine heart.

But that was not all that was brought to the immediate attention of good-natured Captain J. Hill, master of the vessel.

Dodo, alleged to be an imported French poodle and declared by the thoroughly irate passenger to have heretofore been garbed in hirsute adornment of the purest white, appeared as a clever counterfeit of a jet black chow dog.

The canine, perched upon the top-most pinnacle of the mountain of carbon that had found its way into the room, had been overlooked by his mistress.

"Where is my poodle?" she frantically cried.

"I think that is your dog, madam," was the soft answer coming from an officer.

"Never," snapped the woman. "My Dodo was white and this common creature must have entered the room with this coal."

Doggie was removed. A Chinese steward introduced him to a hose from which clean seawater spouted, and such a transformation followed that his dogship was more readily recognized and again restored to the family circle.

It is not a usual thing to store coal in first class cabins but in the case of the Persia the mechanical conveyor, now operated at this port is provided with a long sheet-iron spout. The guiding spirit of this appliance is understood to have directed the nozzle with cascading flood of fuel into a port, believed to lead into the bunkers. He missed the right opening by but a few feet and instead the coal in a steady stream found lodgment in the boudoir.

The Persia, however, got away for the Orient on time. Joining the vessel was a delegation of Russian emigrants. In the Asiatic steerage were more than 75 Filipinos and Japanese returning to their homes after having spent some years in the islands.

## Muriel at Mahukona.

A fast trip from San Francisco to Mahukona, Hawaii, is credited to the trim little schooner Muriel, which is reported to have arrived with a shipment of lumber and general merchandise in a trifle under 16 days. The vessel was found riding at anchor at a mooring as the Inter-Island steamer Mauna Loa passed the port. It is understood that the Muriel will be supplied with a return cargo of sugar for a coast refinery.

## China One Day Late.

The Pacific Mail liner China from Hongkong via Japan ports is reported to have sailed from Yokohama one day behind the regular schedule. The vessel is expected here about June 16, with 350 tons of Oriental cargo. H. Ackfield & Company were today advised that the China had accommodation for 60 cabin passengers. While here the steamer will be supplied with 600 tons of coal.

## Maverick Called at Maui Isle.

Before entering Honolulu Harbor, the Standard Oil Company's steamer Maverick, which reached a berth at Pier 18 this morning, called at Kahului, Maui, where a quantity of refined oil was discharged. Captain Spencer, master of the trim tanker, reported fairly good weather on the voyage from San Francisco. The Maverick is to leave the remainder of the kerosene and gasoline at Honolulu, it being the intention to dispatch the vessel for the coast this afternoon or evening.

The United States army transport Logan, to arrive from San Francisco on June 13, will take 1300 tons of coal, according to orders received by the local quartermaster department. The Logan may remain here for 24 hours before proceeding to Manila by the way of Guam.

## HARBOR NOTES

The Japanese steamer Shinyo Maru, to arrive from the coast on June 12, is expected to bring the next mail from the mainland.

The Matson Navigation steamer Lurline, departing for San Francisco at 6 o'clock this evening, will take the next mail for the mainland.

The last of more than 600 tons of sugar is today going into the Matson steamer Lurline, now lying at Pier 19, preparatory to sailing for the Coast.

A shipment of sugar will be supplied the bark R. P. Rithet upon its arrival at Honolulu from the coast. The vessel sailed from San Francisco last Sunday.

Sailing for Hilo and way ports tomorrow morning, the Inter-Island steamer Mauna Kea will carry a small party of tourists who have booked for the volcano.

With the discharge of a large amount of freight from the Siberia and the Chiyo Maru, more than 3000 tons of Oriental cargo were piled at Pier 7 today.

Much of the large cargo brought in the Matson steamer Wilhelmina, which arrived this morning, consists of material and supplies for the United States quartermaster department.

The schooner Alice Cooke is expected to go on the drifwood for a cleaning and repainting before its departure for the Sound. The vessel has been discharged of about 1,000,000 feet of lumber.

Departing for the Orient at 7 o'clock this morning, the Pacific Mail liner Persia, took about 60 tons of freight including a shipment of island-grown coffee. More than 100 steerage passengers joined the vessel at this port.

## Kona Sugar Report.

Sugar awaiting shipment at ports along the Kona and Kau coast of Hawaii include the following consignments, according to a report brought to this city with the arrival of Purser Sheldon in the steamer Mauna Loa: Punaluu, 11,000; Honoupo, 3592; Kailua, 5000; Honokaa, 3000; Paaunau, 3480; Kula, 600; Paaunau, 3000 sacks.

## Baron Polwarth Soon Away.

To depart for Mukata or Ocean Island within a few days, the British freighter Baron Polwarth is being discharged of a large shipment of phosphate rock at the rate of about 300 tons each day. The vessel will probably be dispatched for the South Seas on Friday afternoon or Saturday morning. The steamer is to load another shipment of phosphates destined for Stettin, Germany.

## Santa Maria Makes Port.

With tanks filled to capacity, and bringing 45,000 barrels of fuel oil to the order of the Union Oil Company, the steamer Santa Maria, from Port Harford, is an arrival at the port today. The steamer was brought to a berth at Pier 18, where the fuel will be transferred to the tanks at the Iwilei station. The Santa Maria may return to the coast tomorrow.

VESSELS TO AND  
FROM THE ISLANDS

[Special Wireless to Merchants' Exchange]

## Tuesday, June 9.

YOKOHAMA—Sailed, June 7. S. S. China for Honolulu (one day late—arrives June 15).

SAN FRANCISCO—Arrived, June 9. 9:20 A. M., S. S. Matsonia, hence June 3.

Sailed, June 9. 2:30 P. M., S. S. Ventura for Honolulu.

SEATTLE—Sailed, June 9. S. S. Georgian for Honolulu.

SUA—Sailed, June 9. S. S. Makura for Honolulu.

MAHUKONA—Arrived, June 9. Sehr. Muriel from San Francisco.

## Acregrams.

S. S. SHINYO MARU arrives from San Francisco Friday 7 a. m. and proceeds to Yokohama about 5 P. M. same day.

A delegation of 50 women appeared before the New York board of estimate and asked for an appropriation of \$4500 to provide five additional women probation officers.

A crowd estimated at 15,000 viewed the military funeral of General Daniel E. Sickles in New York. The body was taken to the national cemetery at Arlington for burial.

Francis H. Griffin, a New York attorney and his wife, were arrested in Boston, charged with using the mails to conspire to defraud. Griffin is said to have made \$300,000.

The Rev. Prince C. Allen and his former assistant, Barney M. Robinson, colored preachers of Brooklyn, are waiting trial as the result of a street fight about the finances of the church.

KEWALO FIGHT  
NOW CARRIED TO  
SUPREME COURT

Attorney J. Alfred Magoon appeared before the supreme court this morning to make a motion for a temporary restraining order prohibiting the Lord-Young Engineering Company from continuing its Kewalo reclamation contract with the territory.

Fred Milverton, representing the engineering company, and Arthur G. Smith, deputy attorney-general, representing the territory, objected to arguments being made on the motion at that time, on the ground that they had not received notice of the motion. The court ruled in their favor, and set tomorrow morning as the time for the arguments.

In this way the fight against the reclamation work begins in the supreme court. Judge Robinson of the circuit court, after a hearing that was spread over about two months, refused to grant a permanent injunction, and an appeal from this decision has been made. Mr. Magoon wishes a temporary restraining order to issue pending the determination of the appeal.

ALL WAITS ON  
McCARN DECISION

By C. S. ALBERT.

[Special Star-Bulletin Correspondence]

WASHINGTON, D. C., May 28.

All judicial appointments for Hawaii will be held in abeyance until the troubles of United States Attorney Jeff McCarn have been settled. The marshaling is included in the same hold-up.

This is the semi-official statement made at the department of justice. It was made plain in that connection that none of the judicial vacancies will be filled until the McCarn affair is out of the way. No explanation is given as to why the distribution of patronage must be suspended because the district attorney became involved in difficulties.

No time limit has been fixed for renewed consideration of the positions to be filled upon recommendation from Attorney-general McReynolds. The impression is conveyed that quite a period of waiting will intervene. It is hinted that a sifting out of the McCarn affair will require much time.

Up to the present no determining statement of fact has been received in connection with the McCarn trouble. All reports on the subject have come from persons biased one way or the other. No conclusions have been submitted by people of standing and position who have no interest in the outcome. These are desired by the attorney-general. He does not care to review seriously the accounts given by those who either favor or dislike Mr. McCarn. He seeks the testimony of those who have no feeling in the matter and would be in a position to furnish impartial evidence.

None of this kind has yet reached the department of justice. Until it comes along no decisive action will be taken in the direction of sustaining or rebuking Mr. McCarn.

It is believed that Mr. McCarn has freely expressed his views to Attorney-general McReynolds regarding the fitness and qualifications of all aspirants for judicial places in Hawaii. It is thought that the apparent determination to defer appointments of that kind rests on the endorsement or disapproval of Mr. McCarn. The value of his suggestions would depend in the last analysis on the final decision in his own case.

## The Liberty Bell

And the most wretched contemplation of the whole situation is this, that while Philadelphia holds the legal title to 2000 pounds of bronze, the Liberty Bell, with its world of historic sentiment, with all that makes it something far greater than a mass of broken metal, is in justice and equity the property of the whole American people from the St. Lawrence to the Gulf, from the Atlantic to the Pacific, and of those who are guarding our flag in the far away islands of the sea.

How few trouble themselves to go down to Independence Hall to venerate the old bell! For many years it has been suffered to lie covered with dust and forgotten in a cellar. Perhaps it was familiarity that bred contempt. But the old bell never left its shrine to carry its message to some distant part, that our countrymen did not gather by the way in their thousands to do it honor and to stimulate and refresh their American patriotism with a sight of the messenger of liberty. And if it shall traverse the country to the shore of the Pacific it will pass through a lane as

OIL DECISION  
IS OF INTEREST  
TO LOCAL MEN

San Francisco papers make extensive quotations from Federal Judge Dooling's recent decision against the government, in which the right of the executive to withdraw oil lands is denied. As previously reported here, the question is now before the supreme court upon a similar case from Wyoming.

According to the reports there is likely to be a great deal of fresh litigation upon the relation of entries upon lands involved to the dates of presidential orders. The order of President Taft held by the Wyoming and the California judges to be invalid was made September 27, 1909 without authority of Congress, but he made an order of withdrawal of the same lands on July 2, 1910, but this time with the authority of Congress voted to him a few days previously.

On May 29 last the senate passed a bill authorizing the government to lease oil and gas lands, but not in excess of 2560 acres to one person, association or corporation. The royalty to be charged is not to exceed one-eighth of the oil or gas extracted or produced. This is a measure for the relief of such operators as may be found illegally holding and developing oil and gas lands. Following are some of the expressions of Judge Dooling, which have reference to the order of September, 1909:

"The promulgation of the order in question I believe to be but one manifestation of a growing tendency to concentrate in the executive more of power than can be traced to any specific constitutional or legislative provision. As this tendency, in the present instance, leads to an encroachment upon the domain of the Congress, I am not willing to further it by any decree of this court."

"It is clear that no general power of withdrawal exists, and while withdrawal orders have been frequently upheld, and no case broad enough to cover the withdrawal of 3,000,000 acres of land from the operation of the mineral land laws, whether in aid of proposed legislation, as stated in the order, or for the purpose of securing a supply of fuel oil for the navy, as stated in the bill."

While the bill declares the purpose of the withdrawal to have been to secure for the navy supply of fuel oil, the order itself makes no such declaration, but states its purpose to be "in aid of proposed legislation affecting the use of the petroleum deposits of the public domain." The bill as originally filed contained no reference to this use of the oil by the navy, but this amendment was added by an amendment made on the very day the motion to dismiss was called for argument, although the bill itself had been filed more than a year before.

"I am fully aware of the importance of this and kindred cases because of the magnitude of the interests involved. But they are still more important because of the legal principles upon which they must be determined. The effect of the order of withdrawal of September 27, 1909, whatever its purpose, was practically to suspend the operation of the mineral law as applied to the petroleum deposits of the public domains. If such power exists, the plaintiff should be able to point to some clear legislative or constitutional provision upon which it rests. I am not content to seek for it in the dicta of decisions, or in some shadowy twilight zone lying between the powers expressly granted to the Congress and the powers expressly granted to the president."

Unless an agreement is reached between the Freight Checkers' Union and representatives of the American-Hawaiian Steamship Company and the San Francisco and Portland Steamship Company soon, the strike at Portland will be extended to San Francisco, and effecting the same companies there. Longshoremen's Union No. 5, which announced that it would go out in sympathy with the checkers, did so, refusing to work on the steamer Bear. The crew and the members of the office force are unloading 12 carloads of oranges and the rest will go over till Monday, to see if some kind of agreement cannot be reached. A shower of rocks was cast from the Broadway bridge upon a boatload of non-union workmen being taken to work the Navajo. Secretary Madsen of the International Longshoremen's Union disclaimed all knowledge of the acts of violence on the part of the strikers. Only one man was struck, and he was able to proceed to work.

When some years ago an effort was made to have the courts prevent the Councils from sending the bell to the exposition at Atlanta, Judge Thayer decided the bell could go.—Philadelphia Press.

## WE PACK Furniture and Pianos

JAS. H. LOVE.

CITY TRANSFER CO.

CALIFORNIA MEN  
KEEN TO START  
BASEBALL SERIES

Eleven clean-cut young athletes, the pick of the University of California baseball talent, under the chaperonage of Coach "Jimmy" Schaefer, reached Honolulu this morning on the Wilhelmina, to engage in a series of games with local clubs. The team is one of the best California has ever turned out, and after winning the right to make the Hawaiian trip, by defeating Stanford in the annual series, the collegians have a world of confidence to draw on.

Coach Schaefer is acting as manager of the team, and representing the university authorities in connection with the trip. Accompanied by his wife and sister he is staying at the Colonial. The players are at the Seaside hotel, occupying the same house that the Stanford men had last year. With the team is "Jimmy" Dodson, who was here for some time last summer, and who played in a number of games for the Punahou. He plays first base for California, and has been elected captain of the 1915 varsity. George B. Caswell and E. J. Fenstermacher, two keen fans, accompanied the California team in the capacity of rooters in chief.

This afternoon the team will turn out at Alexander field for a short practice, and tomorrow the players will sample the new field at Athletic park.

On arrival here the Californians expressed a desire to visit the volcano, so the game with the Coast Defense, scheduled for Wednesday, June 17, will be played Tuesday, June 16, so that the collegians can take the Mauna Kea for Hilo Wednesday, returning the following Saturday. There is talk of a game in Hilo against one of the Big Island aggregations.

"DIME CRAWL" TO BE  
GIVEN BY COMPANY D  
AT ARMOY TOMORROW

Tomorrow night the national guard armory will be the scene of a gay dance given by Company D, and plans that are being made in advance indicate that Honolulu people will turn out in force for the double purpose of having a good time and helping along a good cause. The profits of the entertainment will go to swell the company fund, to be used for furnishing the company rooms in the armory.

A cordial invitation has been extended to all friends of the company to be present, and it is expected that there will be a large turn out. Lieut. Wichman, in charge of arrangements, announces that no admission will be charged, but that those attending will be taxed 10 cents per dance. A "dime crawl" entertainment is what the committee calls the affair.

Good music, the best dancing floor in the city and appetizing refreshments are in store for those who attend.

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Eye  
Please

Thank you—

YOU have a saving turn  
of mind—you must economize—

Well—at

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\$20.00

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You can positively save  
from \$500 to \$10.00 by selecting a money-back Suit at—

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A bill excluding motor vehicles from Nantucket Island passed the Massachusetts house.



Two Faces  
With A Single Moral—B.V.D.

ON ONE side, coolness and comfort—on the other side, heat and discomfort. Which side are you on?

"Side-step" warm weather nag and tag by wearing the easily-washed, healthy and economical B.V.D. Coat Cut Undershirts and Knee Length Drawers. On every B.V.D. Undergarment is sewed

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MADE FOR THE  
B.V.D.  
BEST RETAIL TRADE  
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B. V. D. Coat Cut Undershirts and Knee Length Drawers, retail at 50c, 75c, \$1.00 and \$1.50 the Garment.

Get a good look at the label and insist that your dealer sells you only underwear with the B. V. D. Label.  
The B. V. D. Company, New York.